Det. Bel Isle & Windsor Ferry Co 67

VOL. X NO. 2. CLEVELAND, O., JANUARY 12, 1888. $2.00 PER ANNUM. SINGLE COPIES 5 CENTS

## *AROUND THE LAKES.*

CLEVELAND.

Captain Grummond, of Detroit, has bought the tug John Owen.

Captain E. L. Dean, of the Detroit custom house, was in the city last week.

Lieutenant Colwell, of the War Department, was in the city last week.

Mr. C. H. Beach did good serviec in the steamer Cambria the past season.

Captain Perew's new steambarge at Quayle's yard will be called the Alfred P. Wright.

The new steamboat at the Cleveland drydock is well along, and gives employment to about 250 men.

H. H. Baker & Co. last week shipped a large part of the rigging for Captain Perew's new steamer building at Cleveland.

Mr. M. T. Brittain, of this city, who has been confined to his bed for a few weeks, is now able to sit up for two or three hours each day.

Out of the $40,000,000 worth of Lake Superior iron ore marketed this year, nearly $10,000,000 went for freights, and better results may be expected next season.

One of the boilers for the new steel steamer Corsica is finished and will be put in at once. It is 14 feet shell and 12½ feet long, built by the Globe Iron Works Co.

At the Cleveland Shipbuilding Co. the keel is about laid for the second steamer for the Lackawanna Co., and No. 1 is progressing nicely and assuming a very fine shape.

It is said that Captain William Cummings, master of the Cambria, greyhound last season, will take command of the Corsica next season, and expects to make her hum.

Captain Hiram Henderson has sold his interest in the schooner Kate Winslow to C. E. Benham for $1,000, and bought the schooner Monterey of the Merrick fleet for $7,000.

Hubard & Son who bought the Annabel Wilson of Captain Thomas Wilson, have bought the duplicate of her, builling by Captain Dulac at Mt. Clemens. They will tow behind a steamer now building for the firm at Detroit.

The steamer R. R. Rhodes, in making a passage from Cleveland to Shetland and return on the lakes increased her speed one-half mile per hour, and saved thirty tons of coal by putting on a new Trout wheel.

Mr. J. H. McGinnis, for seven years chief engineer of the Cleveland Transportation Co. line of steamers, has resigned his position. Mr. McGinnis was last year chief engineer of the Cambria.

There is very little doing in ore yet. The shippers generally decline to pay the $1.40 from Ohio ports to Escanaba obtained by two or three vessels some time ago; but they will probably pay $1.50 before much tonnage is secured.

The Cleveland Shipbuilding Co. have a boiler completed and ready to ship for one of the new steamers building at Frank Wheeler's West Bay City yard. This is a boiler that the company and Mr. Wheeler may be proud of.

The Globe Iron Works Co. is putting the machinery into the Lehigh Valley Transportation Co. boats. This steamer will be launched about the 10th of Febuary. This company has its own derricks, 50 tons capacity, and docks for putting machinery and boilers into their boats.

Mr. Joseph C. Cosford, who was in the city last week from Marquette intends to start in the yacht business next summer, and will always have ready to order steam yachts and pleasure boats of all descriptions. All who favor him with an order will be provided with the best. Mr. Cosford will put out a new system under the title of the Marquette Steamyacht Co.

The annual meeting of the Grand brotherhood of lake marine engineers is now in session at their hall, No. 315 Detroit street, Cleveland. Delegates from all the principal lake ports are present. Officers of the Grand brotherhood will be elected. A more detailed report will be published at the close of the convention.

Mr. James Lawrence the assignee, estimates that the liabilities of David Barnhisel will foot up about $120,000. The assets promise to be comparatively small, and consist of an as yet unknown amount of bills and accounts and dock property valued at $40,000.

Several transfers of vessels have lately taken place at other lake ports. Captain Mack and John Fitzpatrick bought the Schoolcraft and the schooner Ironton, some time ago. Captain Mack and Fred Seager have now bought the schooner M. E. Tremble of Captain Wilson for $20,000. She was built in 1874, measures 658 tons, and rates 2A. The two schooners will tow behind the Schoolcraft, and will make a rousing tow.

The foreign imports into this district were valued at $777,336. The value of Canadian iron ore received during 1887 is put down at $20,262. Receipts of iron ore are reported as follows: Cleveland, 1,049,092 tons; value, $6,760,106. Ashtabula, 1,100,640 tons; value, $6,053,520. Lorain, 145,000 tons; value, $797,500. Fairport, 498,200 tons; $2,740,000. Total number of tons, 2,972,932; total value, $16,351 126.

The total value of goods entered and cleared at the various ports of the district for the year, we group, as follows: Cleveland, entered, $33,919,018; cleared, $33,279,327. Ashtabula, entered, $6,061,321; cleared $1,014 860. Lorain, entered, $939,854; cleared, $580,500. Fairport, entered, $2 864,043; cleared, $113,408. Total entered, $43,884,336; total cleared, $34 988,095.

Meteorological summary for the week ending January 11, 1888:

| | |
|---|---|
| Mean barometer | 30 17 |
| Mean temperature | 30.2 |
| Mean humidity | 80.1 |
| Total precipitation | 1.48 |
| Prevailing direction of wind | NW. &W |
| Total wind movement | 1477 |
| Av. cloudiness | 9 2 |
| Av state of weather | Cloudy. |
| Max. temperature, highest | 55.0 |
| Min temperature, lowest | 7·3 |

W. H. HAMMON, Sergt. Signal Corps, U. S A.

Following is a list of officers elected at the last regular meeting of the marine engineers' beneficial association: Past president, J. P. Swain; president, W. A. Loyd; vice president, M. B. Sturtevant; sscretary, Bernard Jerome; financial secretary, J. C. Chadwick; corresponding secretary, W. Lowe; treasurer, R. S. Hay; chaplain, Fred Langell; conductor, Al Buey; doorkeeper, Jas. Williams.

The RECORD takes pleasure in acknowledging the receipt of a very neat and tasty card, from the Marine engineers' beneficial association No. 3, extending a cordial invitation to be present at the fourteenth annual ball to be given at the light infantry armory on Thursday evening, January 12. We sincerely regret our inability to participate in the festivities of that occasion until a late hour, owing to the fact that on Thursday we go to press. However, we extend our heartiest thanks and best wishes.

At the Cleveland Drydock Co.'s dock the propelier Smith Moore is getting steel arches, recalking, refastening, hatches enlarged, new floors, and other necessary repairs. The tug Dudley is in dock for a thorough rebuild, consisting of new frames, new shoe, deck frames and decks and new stern. The Specular will have her rig changed to a steamboat and new cabins. Her machinery will be ready to go in about February 10. The steamer William Edwards will go into drydock to get steel arches as soon as the Smith Moore leaves it vacant. She will also be refastened and recalked.

Messrs. Teare & Wight, of this city, under the firm name of The River Machine Co., have purchased the business formerly conducted by G. F. Gail, at 171 River street, and will do a general repairing and machine business, making a specialty of marine work Both are young men, and possess excellent business qualifications, mechanics industrious, and thorough masters of their profession. It is to be hoped that the business men of our city, and especially marine men, will extend the hand of fellowship and give them the hearty endorsement and encouragement they so well deserve. The RECORD wishes them abundant success, and years of undiminished prosperity in their new enterprise.

CHICAGO.

*Special to the Marine Record.*

W. R. Owen, manager of the Delta Transportation Company, paid a visit to West Bay City, last week and inspected the new steamer building there by F. W. Wheeler, for the above company. He found her all up in frame and the ceiling nearly completed. He considers the work already done, does her builder great credit and that her model is as nearly perfect as possible. She is 190 feet over all, 28 feet beam with concave guards two feet wide on each side, giving her a 32 feet wide deck and providing ample room for capacious cabins and state rooms which will be fitted up and furnished in elegant style. Her hold is 12½ feet and she will be 8 feet between decks giving her large capacity for bulk freight. Her engine a fore and aft compound 22 and 42 by 36 is being built by the well known firm of S. F. Hodge & Co., Detroit, and will be splendidly finished. Her boiler 10 by 15 of steel is being built by the Buell Boiler Works Co., Detroit and will be allowed 125 lbs of steam. She will run on the Mackinaw and Sault St. Marie route in connection with the steamer Minnie M. and it is reckoned she will be very speedy.

Captain Sam Shannon of the Union Steamboat Co's., new steamship Owego arrived here from Buffalo Tuesday, to look after considerable work to be done this winter, on the company's propeller Portage. R. H. Hebard assistant manager of the Union Steamboat Co., also came along to Chicago Tuesday.

Captain Peter Flood, aged 74 years died at his residence corner of Monroe and Sangamon streets, Saturday morning last. He came to Chicago in 1835 and sailed the schooner Huron, of Chicago in 1837 and 1838, schooner Virginia in 1839, schooner Alleghan in 1840 and 1841 and the schooner Liberty in 1842, and took a cargo consisting of 283 barrels of pork on her to Kingston, Ont. Afterward he owned and sailed the schooners Western Trader, Reindeer, L. P. Hilllard and Lizzie Throop and gave up sailing over twenty years ago. He leaves a widow and adopted daughter, well provided for. His funeral look place Tuesday afternoon and was largely attended by his old marine and other friends.

The schooner J. L. Danforth, was taken to the Iowa elevator on Saturday last to load corn for Buffalo at 4½ cents.

The schooners Charlie Marshall, and Waukesha, have been chartered to load corn for Collingwood at 3½ cents.

Captain T. Pardee formerly of the steambarge Huron City, will command the steambarge T. R. Scott next season.

The annual meeting of the stockholders of the Vessel Owners Towing Co., was held at their office, 240 South Water street, Tuesday, January 10th, and the following board of directors were elected for the ensuing year: J. L. Higgie, A. G. Van Schaick, J. H. Witbeck, G. D. Kirkham, W. E. Holmes, D. T. Helm and G. A. Cameron. Officers will be appointed at a meeting to be held soon.

Alfred Seymour, of Manistee, was in Chicago last week, he had been on a visit to Manitowoc to take a look at the new steamer building there for himself and brothers.

Captain Henry Channon, shipchandler, and his wife and daughter left Chicago last week, for a three months tour in California.

Captain Jones, formerly of the schooner J. V. Jones, will command the steambarge White and Friant next season.

Robert Holland, of Marine City, was here on Saturday last, on business connected with the steambarge J. W. Westcott which he recently sold.

Charlie Chapin, who has filled the bill well as marine reporter for the Tribune since 1873 has this week accepted the position of city editor of the Times. We wish him great success in his new undertaking.

Captain S. B. Grummond, of Detroit, was in Chicago, Tuesday, and looked over the tug John Owen, which he purchased recently.

The members of No. 4 Chicago marine engineers association, will have their annual ball on Wednesday, January 18th, at Brand's hall, corner of North Clark and Erie streets.

At Miller Brothers' drydocks, the steamship W. J. Averill went out of dock and the tugs J. H. Hackley, and Uncle Sam, took her place, to have leaks stopped.

Davison & Holmes, vessel agents, sold the schooner Herschel for her owners Goodnow & Hines, to Captains Thomas and James Clark and their brother John Clark. Consideration $4,600.

Captain Lyman Hunt, of the steamship City of Duluth, is paying Chicago a visit on business. WILLIAMS.

MARYSVILLE.

*Special to the Marine Record.*

In your report of losses, etc., you do not mention the propeller Point Abino. She went ashore at Cedar Point, Sandusky, on the night of November 30. She lost part of her deck load and had to lighter the balance before being released; also, lost her shoe, dead wood, rudder, and wheel. The tug's bill for pulling her off was $1,050. Your correspondent went down with the propeller J. E. Mills and towed her up on the 8th of December. On Thursday morning when the engineer went aboard of the propeller J. E. Mills to get up steam he found her leaking very badly, and in half an hour she would have gone to the bottom. She has not been laid up yet, and is leaking so badly that they are obliged to have steam on night and day to keep her afloat until she can go into drydock at Port Huron, which will be in about two weeks.

The following are the vessels laid up here: Steambarges Mamie N. Mills and Point Abino. The J. E. Mill will be laid up when she comes out of dock.

Captain Ellery is having a fine residence erected here which is almost inclosed.

Henry McMoran will commence in a few days to build a large pontoon here for lifting sunken boats. E. A.

SANDUSKY.

*Special to the Marine Record.*

Thr schooner P. R. Locke is receiving a new jibboom, tow-post, and ceiling.

The schooner A. J. Rogers has received new hatch combings, part new deck, and other necessary repairs.

U. S. Collector John J. Finch has just issued papers for the schooner Thos. Knight, which has been completed at Port Clinton, Ohio. She registers 19 tons.

Our enterprising ship builders, Messrs. Ratte & Savord, have just closed a contract with Mr. Ed H. Zurhorst and others, of this city, to furnish them a steambarge about April 1st. Her dimensions are 100 feet keel, 23 feet beam, and 6 feet depth of hold. She is to be flat-bottomed, and will engage in the stone and wood trade.

The *Register* of January 6, speaking of our channel, says, editorially: The neglect of the original settlers to make good use of our natural advantages is strikingly illustrated in their failure to secure a straight channel from the city front to Cedar Point light. If that channel had been built fifty years ago the cost to the government up to the present time would not be one-half what has been expended to make and keep up the old channel, and if we had had the straight channel even twenty years ago this would now be the largest ore receiving port on Lake Erie. The respectable old fogies embraced the delusion that the channel must follow the channel of the Sandusky river, along the banks of Johnson's island, and they could not disabuse their minds of the notion. In 1870 the writer of this proposed to ask the war department to make a survey and an estimate of the cost, and consider the utility of a direct channel from the B. & O. docks to Cedar Point. The proposition was ridiculed by almost every man to whom he suggested it save Captain John C. Estes, and he, it seemed, had always held that it was the right move to make. But two men could not contend against a multitude, and the effort was abandoned until Jay O. Moss took it up fourteen years later. We are now in a fair way of undoing the folly of the past and beginning at the right end.

C. G. S.

MARINE CITY

*Special to the Marine Record*

The new steambarge Miami has arrived from Port Huron where she has been receiving her machinery and boiler. There is a large force of workmen engaged, and in a short time she will be ready for the spring trade. When completed, the Miami will be a dandy.

The steambarge George King is to have a new Otis steel boiler placed in her this winter or in the early spring, to be built by Love & Scofield, Port Huron. Dimensions are 16 feet long by 9 feet diameter, working pressure 110 pounds, and will be ready for steam by the 31st of March next. It will cost $5,000.

The new steamship building by Wm. B. Morley is all in frame and the ceiling being put in, which is edge bolted as well as square fastened. Will give her dimensions later.

The two steamers building by Simon Langell at St. Clair, are well under way. Will give details another time. McN.

OGDENSBURG.

Some time ago the News gave an account of a proposed line of steel steamboats of large size, luxurious appointments and high speed, to ply between points on Lake Ontario and the St. Lawrence river. The article is attracting considerable attention. The Toronto World copies the article and comments as follows upon the same:

"The World called on Henry Beatty, manages of the lake traffic business of the Canadian Pacific railway, and showed him the above. Mr. Beatty said that as far as the Canadian Pacific company was concerned, there was nothing in it. Mr. Beatty, however, informed the reporter that he understood that a scheme had been afoot in Montreal by several capitalists with a view of organizing a company, which would put in commission a line of first class steamers between Montreal and Toronto, but he did not think that the company had ever been formed. He had received a letter and had also been called upon by a popular Montreal gentleman, who had had extensive intercourse with summer tourists via the St. Lawrence route, and he furnished the information as to equipment and cost of first class steamers on such a route.

PORT HURON.

*Special to the Marine Record.*

Captain Wm. Forbes has sold out his interest in the K. M. Forbes and Mabel Wilson for $105,000. He predicts bad times for vessel property.

The steamer Mary still continues running on her route on the river. No heavy ice is floating yet.

Charles D. Thompson has purchased the steamer A. J. Wright and will convert her into a tug boat.

Captain H. J. Kendall and Miss Jennie Bunce, of Marysville, were married at the residence of the bride's parents, on December 28, 1887.

The steamer Hiawatha has been rebuilt and is again on the ferry route.

KENDALL.

CHEBOYGAN.

There was shipped through the customs house during the season of 1887 over 90,000,000 feet of lumber, over 10,000,000 feet of timber, and 391,000 pieces of cedar. The docks sold 9,000 tons of coal. One thousand seven hundred and thirty-nine boats arrived and cleared. The total registered tonnage was 448,495, of which 228 arrivals and clearances, representing 68,700 tons, were Canadian vessels.

## MARITIME LAW.

UNITED STATES V. THE CITY OF MEXICO—SHIPS AND SHIPPING—FORFEITURE UNDER NEUTRALITY LAWS—WHO ARE INFORMERS.

*District Court, S. D. Florida. June 14, 1887.*

In Admiralty. Forfeiture. In the matter of informer's moiety.

Locke, J. This cause having been heard, and a decree of forfeiture pronounced under the law for the prevention of the violation of neutrality, (Rev. St. § 5283; 28 Fed. Rep. 148,) it remained to designate the informer to whose use the one-half of the proceeds should go.

The hearing of the original case, and the evidence presented at it, pointed out who might with good reason be considered the informer; but the question whether there might not be some one else who, upon a a fuller hearing of the origin of the case, might have some rights, suggested itself, and the matter was held under advisement, and an opportunity offered for any one to make and support a claim to the informer's share who considered himself entitled. Under this notice Jacob Baiz, consul general of Honduras, at New York; Rear Admiral James E. Jouett, commanding the N. A. squadron; Robert Boyd, fleet captain; Colby M. Chester, commanding the Galena, the capturing vessel; Brooks Carnes, consular agent at St. Andrews, where the seizure was made; John G. Mehan, who was at one time in the employ of Baiz as a detective in this matter; James H. Green, chief mate of the steamship and James McLaughlin, one of the crew,—have filed petitions.

Although there has been found no decision touching the question of an informer under this statute, there can be no doubt but what any ruling upon the same subject, under customs or internal revenue laws, or any class of forfeitures, will apply with full force wherever any question of doubt arises. An informer, in the legal as well as the ordinary sense of the term, whether the information he gives applies to customs, internal revenue, criminal matters, or forfeitures for any other reason, is he who gives the information which leads directly to the seizure and condemnation, regardless of the questions of evidence furnished, or interest taken in the prosecution. Westcot v. Bradford, 4 Wash. C. C. 492; Sawyer v. Steele, 3, Wash. C. C. 464; U. S. v. Simons, Fed. Red. 709; one hundred barrels whiskey, 2 Ben. 14; U. S. v. *Isla de Cuba*, 2 Cliff. 458.

"If the officer seize upon the information, that act invests an inchoate right in the informer, who has given the information upon which the seizure was made, which is consummated by a condemnation." Westcot v. Bradford, supra; Jones Shore's Ex'r, 1 Wheat. 462. It must be the information upon which the seizure was made. Van Ness v. Buel, 4 Wheat. 74.

Mehan, a professional detective, having learned of the purchase of this steam ship by Hollander, informed Consul General Baiz, in whose employ he had been in other matters, of this fact and of such circumstances connected with the purchase as he considered of importance; who, feeling from his official position particular interest in such information, at once took Mehan into his employ to watch the vessel, and obtain more definite knowledge. Baiz also transmitted a history of the case to the secretary of state at Washington, had several interviews with the collector of customs at New York, regarding her sailing, and the objects and intentions of the voyage, and succeeded in preventing the shipping of the arms and ammunition. He also visited Washington, and had interviews with the secretary of state and attorney general, and had correspondence with the district attorney of New York, regarding both this vessel and the steamship Framm, which finally carried the arms and ammunition. There is no doubt but what he did everything in his power to prevent or thwart her voyage, and to influence the authorities at New York and Washington to interfere, but all to no purpose. The principal recognition his information appears to have received was a letter from the attorney of the United States at New York, inquiring what evidence he had, and promises from the department at Washington that the matter should be attended to. Surely it did not result in a seizure of the vessel; and although, after the capture, his assistance in obtaining evidence for use in the trial was of much value, it does not appear that any party who was active in the seizure had any information from him, or orders or instructions from those whom he had informed.

The petitioner Mehan, who first obtained information of the sale to Hollander, and reported it to Baiz, acted after that entirely under him, and conveyed his information through him. He suggested the visit to Washington, and accompanied him to the collector's office; but his information accomplished no more than did that of Baiz, as they were merged before they reached any official. His information had no weight in the seizure, as it became that of Baiz, and amounted to no more.

The history of the case shows that although Consul Baiz did all he could to interest the officers of the government in his behalf, and satisfy them that enough was being attempted to justify or demand their action, he failed in doing so, and the steamship cleared with a legal clearance, and all effect of his information was left behind. There is nothing to show that either the consul at St. Andrews, or the naval authorities who finally made the seizure, had instructions from any one growing out of the information of Baiz, given at Washington or New York; but everything shows that nothing was done by any one in authority to interfere with her movements until after the positive stand taken by the crew.

Green, the first mate, has by his own testimony in this hearing made a very strong case in his own behalf; and were this a cause by itself, and the only testimony to be considered that taken and presented with the petitions for the informer's share, there could be no doubt but what he has put himself in a position where his claim could not be questioned; but this is but a part of a case, —a supplementary hearing of one already heard in part, in which the judgment to be given is but one of equal importance, and as necessarily following from the whole trial of the case as the judgment of forfeiture already pronounced. The entire vessel is in no respect forfeited to the United States, to whom the informer can look for his share, but it is forfeitedto his use; and, had the general hearing been fully satisfactory upon that question, the informer should have been declared in the same judgment with the forfeiture.

The entire testimony in the main case is before the court in the question now pending, and is considered as assisting in determining it. That testimony shows that while questions, suspicions, and surmises had existed among the crew, and applications to consular officers had been made by different members of it at the different ports, nothing had been done which looked towards a seizure until they were about to clear for Kingston, Jamaica, from St. Andrews. The testimony of disinterested witnesses shows at this time the circumstances to have been about these: The consular agent at St. Andrews, being on board in the cabin with Captain Kelly a short time before the contemplated leaving of the vessel, upon coming out of the cabin, being about to leave the ship, found the entire crew assembled in the starboard gangway, demanding audience. This being granted, statements of their suspicions, of the facts they knew, and their protests against proceeding, were made. Ayres, the chief cook, says he was the spokesman who addressed the consul. Greene says: "They told him they did not wish to proceed any further in the vessel." He says in his testimony upon this question that he brought the consul down to the crew after he had told him his story, but this does not appear to have been the case, when the testimony of Captain Kelly is considered. But yet no step was taken looking to a seizure, and the consul's suggestions that he should go to Kingston with them was accepted, and arrangements made for them to proceed on the voyage. After his leaving that night, the crew had another meeting, and further considered the case, and upon his return in the morning presented a formal written protest, setting up what they had before stated, and refusing to proceed under any circumstances. This the consul declared looked serious, necessitating some action by him, and he began the first official interference in anticipation of seizure. This written protest was in Greene's handwriting, but was signed by all the members of the crew. The consul took all the crew ashore, and took the testimony of each upon the charges preferred by them against the steamship, master, and passengers. At this hearing, as shown by the records of the consular investigation, several members of the crew took a more prominent and active part than did Greene. It was only after this thorough investigation and examination under oath that a schooner was chartered, and sent a man-of war, and the consul general, upon the arrival of whom the investigation was continued and the seizure made.

Without doubt Greene joined with the rest of the crew in giving information and protesting against proceeding, but that he should have the entire credit as informer I cannot for a moment accept. Having been before the court as witness in the case several times, I feel compelled to say that, weighed in the light of his former testimony, his later *ex parte* statements in his own behalf should be taken with great allowance. He had had ample opportunity in open court, and in the presence of other actors in the same transaction, to state his entire connection with the giving of information, and bringing about the seizure; but the case he made then was materially different from what he makes now.

Without doubt, certain members of the crew were more active and influential in bringing about the final result; but it was "the crew" who demanded to see the consular agent in the gangway, and who on the next morning, protested in writing. The Galena was dispatched to St. Andrews upon application from them, through the consulate, and not by orders from Washington; and the consular agent was moved to action by their protest, and not by advises from the state department. Without their action, the City of Mexico would undoubtedly have awaited the arrival of the Framm, which reached the port a few days later with the arms and ammunition,—with what results it is difficult to surmise.

Green and McLaughlin are the only members of the crew who have appeared as petitioners, and it is claimed that Greene, being at the head of the crew and representing them, should be treated as informer, both for that reason and because no one else has made claim and presented evidence as informer. Neither of these reasons do I consider sufficient to exclude others who may, from an examination of the principal case, appears to have any rights. This is not a new case, nor did it require a petition to give an informer standing in court as such. The decree to the informer could as well have followed or been embodied in the general decree of forfeiture without an opportunity for a petition as after one had been filed, had the court been satisfied that the entire testimony touching the question of informer had been heard; and, certainly, holding the case open to give others an opportunity to be heard cannot defeat those already shown to be entitled.

In Sawyer v. Steele, 3 Wash. C. C. 464, the officers of the revenue cutter sued for an informer's share; and although, the suit being at common law, the question was raised whether they should sue jointly or severally, there was no question but what they might share as joint and common informers. In this case I am satisfied that the crew were the informers, both technically and actually; and, although some were more prominent than others, it is impossible to discriminate in their favor. I think every name was signed to the written protest, and all are entitled to share.

The naval officers and consular agent in whose behalf a petition has been filed did their duty as officers in conveying the information received to other official authority, but no information was given by one of them but what had been received in the regular discharge of his duty. It was in the performance of duty touching this subject matter, and under special orders to investigate, that their knowledge was acquired, and reporting the same cannot certainly give rights as informers. It is therefore ordered that, after the payment from the fund now in the registry of the court of the proper costs in this hearing, the balance be paid those who were the crew of the steamship City of Mexico, as appears from the pay roll as filed herein, in the petition for seamen's wages, and the same be divided between them in proportion to the several rates of monthly wages therein stated.

## CAPTAIN DAVIDSONS SHIPYARD.

The Bay City Tribune which last week issued one of the largest papers ever printed in this country and embellished by many fine engravings, says regarding shipbuilding:

On the little page of this pictorial paper a space has been devoted to represent one of the great and growing industries of the Bay Cities—shipbuilding. The view under consideration was made from a photograph showing a steamship in frame at the extensive yard of Captain James Davidson on the west side of the river opposite the foot of Eleventh street. It is not intended to represent the whole yard, for it would require an entire page to do it justice, but simply to illustrate one of the solid branches of business that is carried on at this point.

To Captain Davidson belongs the honor of revolutionizing the building of wooden ships on the great lakes. He has been foremost in driving out the smaller class of vessels and substituting crafts that would do credit to the great ocean commerce. He has furnished the lakes with their largest wooden vessels, and ere another year will have rolled away, will have floated the largest vessel on fresh water.

Captain Davidson began his shipbuilding on Saginaw river in 1871, when he located at Ballentine's yard just north of the Michigan Central yard. It was here that he built the schooner E. M. Davidson. Then going up the river to East Saginaw he located a yard in 1872 and built the schooner Kate Winslow, 732 tons, which today is one of the largest vessels of her class on the lakes. Upon completion she was sold to H. J. & R. K. Winslow, of Buffalo, for whom she did yeoman service. Finding that Saginaw was unfavorable to shipbuilding, Captain Davidson returned to Bay City and purchased his present site from Frank Fitzhugh where he built a saw mill and laid the keel of the propeller which bears his name. A fire breaking out destroyed the mill and damaged the propeller which was then in frame, but she was speedily rebuilt, launched and sent to sea. It was at this time that the great business panic shook the country. Captain Davidson, being a man with a business head, concluded to postpone operations for a time, a very wise move. He was largely interested in vessel property and the times were so unstable that he gave all of his attention to their management.

In 1880 Captain Davidson returned to his property here and organized a shipbuilding force. He built the steamship Oceanica, then the largest craft on the lakes, which he sold to the Lehigh Valley company, of Buffalo. Then he built the Siberia, 1618 tons, another monster, which was launched in 1882. The tug W. H. Alley was also built at that time. The steamships, Geo. T. Hope, 1273 tons, Australasia, 1539 tons, and the tug Washburn were turned out in succession. The schooners Polynesia and John Shaw, of 940 and 882 tons respectively, the monster log barge Wahnapitae with a carrying record of 2,450,000 feet of lumber, tug Temple Emery, the steamships Roumania and Bulgaria, the latter being the largest wooden boat afloat on fresh water at the present time, were built and launched in the order named. It is needless to say that when Captain Davidson's boats enter the great ports of Buffalo, Cleveland and Chicago they create the most favorable comment.

Captain Davidson has felt the necessity for more yard room and the purchase was recently made of a piece of land adjoining his premises, increasing his working space to about six acres. The yard has two side tracks from the Michigan Central railroad over which oak timber is received. Material by water comes from Sebewaing and from up the Kawkawlin river.

The Davidson yard has a saw mill and two jig mills but these are inadequate to fill the requirements of the business, and there is now being built by M. Garland a saw mill 46x156 feet which is to be the most thoroughly modern ship mill in the United States. It will contain the largest planer in the world, and a band saw of the most improved pattern. There will also be one of the Wilmington, Del., improved punches, as it is intended to do all iron work right on the premises. Three hundred men are now employed in and about the yard and when the mill is completed in January, four hundred will be on the pay roll.

There is now under course of construction in Captain Davidson's yard four steamers and a schooner. The latter is for Captain J. O. Woolson and N. B. Bradley. She will be 180 feet keel, 35 feet beam and 13 feet hold. She will be ready for sea at the opening of navigation in the spring.

The steamers are all for their builder. One will be 235 feet over all, 37 feet beam and 20 feet hold: another 240 feet keel, 37 feet beam and 21½ feet hold. The remaining two will be leviathans, 312 feet long, 41 feet beam and 22 feet deep at shoalest place. Each of the steamships will be built in Captain Davidson's usual style, two decks, steel strapped throughout, and furnished with two steel boilers, triple expansion engines, steam windlass, steam steering gear, steam capstans, and all the latest improvements. The boats now under way will be placed in commission the following summer.

One of the secrets of Captain Davidson's ability to engage so heavily in shipbuilding is the vast capital at his command, for he is worth considerably more than a million.

Captain Davidson has become a permanent resident of Bay City, having moved here from Buffalo and located on Eighth street, leaving a palatial mansion in Buffalo where he has resided many years.

## COLLECTOR OF CUSTOMS AT THE PORT OF OSWEGO.

We are indebted to B. B. Burt and W. B. Phelps for the names of the collectors since the organization of the department here with the date of their appointments or the time of assuming the duties of the office:

Joel Burt, from March 1803 to June 11, 1811.

Nathan Sage, from June 12, 1811 to May 31, 1826.

John Grant, Jr., from June 1, 1826 to April 30, 1834.

George H. McWhorter, from May 1, 1834 to August 1, 1841.

Jacob Richardson from June 5, 1849 to May 22, 1853.

Enoch B. Talcott, from May 28, 1853 to March 31, 1858.

Orville Robinson, from April 1, 1858 to March 31, 1860.

John B. Higgins, from April 1, 1860 to September 30, 1861.

Charles A. Perkins, from October 1, 1861 to August 31, 1864.

Andrew Van Dyck, from September 1, 1864 to March 31, 1869.

Charles C. P. Clark, from April 1, 1869 to April 30, 1871.

Elias Root, from May 1, 1871 to July 9, 1879.

Daniel G. Fort, from July 10, 1877 to January 13, 1882.

John J. Lamoree, from January 14, 1882 to July 31, 1885.

Isaac B. Poucher, from July 31, 1885 present incumbent.

Before the war of 1812 the collector's office was kept in various places on First street below Cayuga but mostly in Dolloway's store, corner West Cayuga and First streets, after which Collector Sage moved it into his house which stood on the present site of the Doolittle house. Collector Grant's office was on the west side of West Seneca street between First and Water, after which it was moved into the Walton or steamboat building, foot of West Seneca street, thence to the Buckle building on Water street, where it remained until Collector Robinson moved into the government building October 5, 1858, its present location.—*Oswego Times.*

*A lake captain*, prominent for his corpulence and impatience, made himself heard in his neighborhood, about a single Flannel Shirt his wife purchased from one of our principal clothing stores. As soon as he attempted to make himself comfortable in this new Shirt he could hardly get into it, being too small in the body, too short, too tight in the sleeves, buttons came off, etc. Contrary to his orders, she *did not* patronize the Boston Dry Goods Store of *Kohn & Co.*, 213 Detroit st., near corner Pearl, the only Retail store in this City, where *they themselves manufacture genuine, home-made Shirts, of Flannel, Cassimere*, navy blue, double and single-breasted *Flannel Shirts*, 54 inches wide, 40 inches long, strongly sewed ☞ *or make them to order* ☜ if you select your own material, for 25c. each, including buttons, etc.

In connection we have ☞ *a merchant tailoring department* ☜ conducted by our son, Jos. L. Kohn, a thoroughly-trained tailor and cutter, who offers to make in first-class style, *perfect fit, best workmanship guaranteed*, fine *Dress Suits, Business Suits, Overcoats* for $10 less than any other merchant tailor, because he has no extra expenses for Rent, and does *his own cutting*, (which alone saves $25 per week,) all of which secures him a large patronage. Payments at the convenience of the customers.

☞ Leave your measure for scarlet medicated Flannel Undershirts and Drawers. ☜ Kohn & Co., 213 Detroit st., near corner of Pearl, where every West Side car passes.

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A clergyman, after years of suffering from that loathsome disease, Catarrh, and vainly trying every known remedy, at last found a prescription which completely cured and saved him from death. Any sufferer from this dreadful disease sending a self addressed stamped envelope to Professor J. A. Lawrence, 212 East 9th St., New York, will receive the recipe free of charge.

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SITUATION AS PURSER—By a young man who has served seven years in that capacity. Good references if required. Boat sailing Lake Superior preferred. Address PURSER, 325 Theodore Street, Ottawa, Canada.

SCHOONERS FOR SALE.

THE ERIE & WESTERN TRANSPORTATION CO. will receive bids for the purchase of either or both of their two schooners Schuylkill and Annie Sherwood. The Company reserves the right to reject any or all bids. Bids will be received to and including February 1, 1888, by E. T. EVANS, Western Manager, Buffalo, N. Y.

FOR SALE.

SCHOONER VERNIE M. BLAKE—For sale cheap. Capacity 60 tons; dimensions, keel 55 feet, beam 19 feet 6 inches, depth of hold 5 feet 6 inches. Address 22 Territt street, Cleveland, O.

FOR SALE.

THE Steamers Russell Sage, John C. Gault, and A. L. Hopkins, all in first-class condition and rate A1. For full particulars address A. W. COLTON, Manager, Toledo, O.

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SCHOONER MAJOR N. H. FERRY—Class A2, 171 tons, carries 200,000 feet of lumber on 8½ feet draft. Was thoroughly rebuilt three years ago and is in first class condition. Apply to MILLER BROS., 26 Market St., Chicago, Ill.

SCHOONER MOSELLE—Class A2½, 245 tons, carries about 300,000 feet of lumber. Thoroughly rebuilt in 1886, and is in first class condition. Apply to MILLER BROS., 26 Market St., Chicago, Ill.

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I OWN A STEAMBARGE, and want to buy one or two barges or schooners to tow, that will carry from 500 to 550 M feet of lumber. Any person having any such boats, who will sell them at a reasonable price and on long time Address BOX 181, BAY CITY, MICH.

FOR SALE.

THE TUG CAL DAVIS—Over all 65 feet, beam 14 feet, depth of hold 6½ feet, draws 7 feet of water. Has boiler allowed 90 pounds of steam, outboard shaft (no engine.) All in good condition. Price, $1,200. For further information address HENRY LAY & CO., Sandusky, Ohio.

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FOR SALE.

TWO STEAM FERRY BOATS—Will carry fifty passengers each; also, good-will and dock privileges. These ferry boats are operated on a ferry line that will clear $1,500 a year. A party interested is not a practical marine man and is engaged in other business, offers for sale entire business or will sell one-third interest to capable party to take full charge of same. Price, $3,900. $2,000 cash; balance on time Write for particulars. Address MARINE RECORD, Cleveland, O.

FOR SALE.

FOR SALE, and must be sold quick—Too many partners.
Propeller Benton, A2. Average load, 300M. $28,000.
Barge Midnight, A2. Average load, 385M. $8,000.
Barge Roscius, B½. Average load, 6,000M.
Terms to suit purchasers if parties good. For further particulars, address,
N. D. FISHER, Cleveland, O.,
E. J. VANCE, Bay City, Mich.

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## Marine and Stationary

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## Blowing Engines and Steam Hammers,

## AND MILL GEARING AND CASTINGS.

We take pleasure in announcing that we have purchased the property, business and good-will of the Cuyahoga Steam Furnace Company, and will add to these works, so long and favorably known, a first-class Iron Ship-building Department, with sufficient room and all modern facilities for building two large vessels at the same time, and a Boiler Shop with most approved tools for large work, including Tweddell's Hydraulic Plant for flanging, riveting, etc.

We have associated with us Messrs. H. D. Coffinberry and Robert Wallace, late of the Globe Ship-building Co., and the Globe Iron Works, and Wm. M. Fitch, late of the Winslow Line of Steamers. We have made the following appointments: Mr. O. N. Steele, Assistant Superintendent; Mr. Thomas W. Bristow, late foreman of Wyandotte Ship Yard, Superintendent of Ship Yard; Mr. Quincy Miller, Superintendent of Boiler Shop; Mr. John Stoney, Superintendent of Foundry, and Mr. Jas. C. Wallace, Draughtsman.

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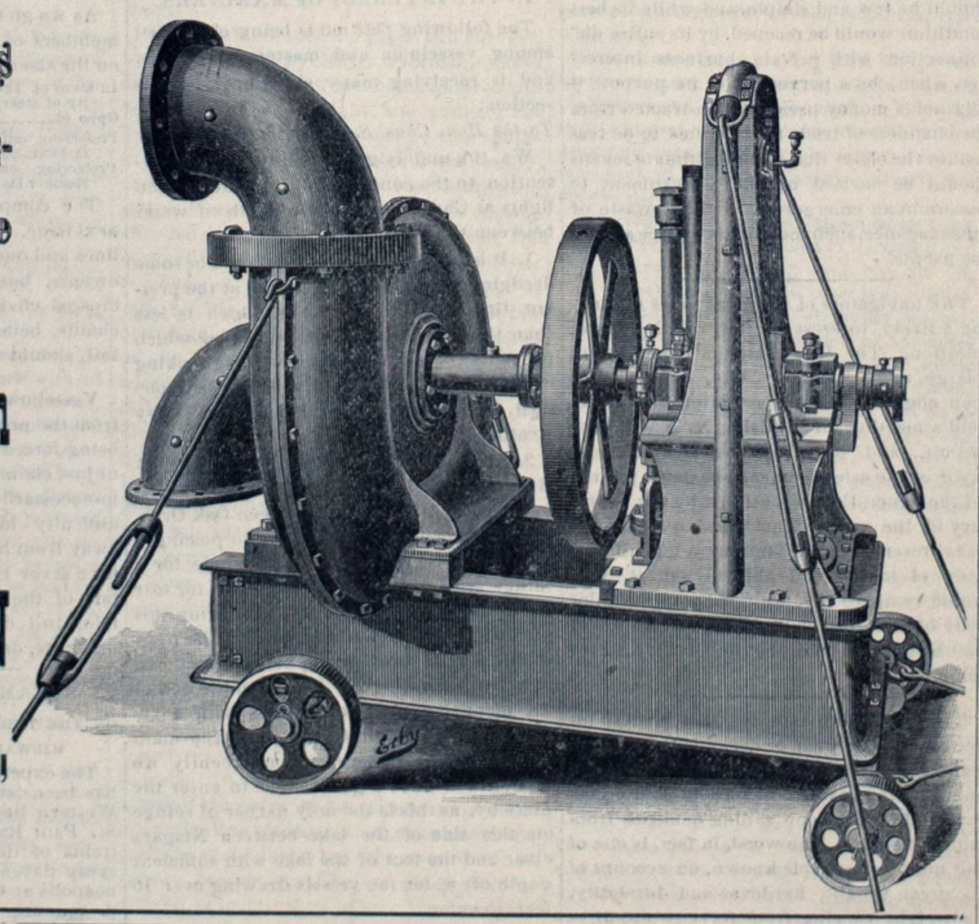

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This mine is on the shores of Lake Huron, close to a good harbor. First-class ore, assayed 70 per cent pure iron. This ore is said by experts to be much better than Lake Superior iron ore and the only ore of its kind so far discovered on this continent capable of making Bessemer steel. Will sell outright, on shares or a royalty. Specimens of ore furnished and inspection of mine solicited.

Also, two silver mines on Lake Superior, close to a good harbor. Specimens furnished. Apply to

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# Marine Record.

**Published Every Thursday at 144 Superior Street, [Leader Building] Cleveland, O.**

A. A. POMEROY, EDITOR AND PROP.

**BRANCH OFFICE:**
**252 South Water Street, Chicago, Illinois,**
**THOMAS WILLIAMS, Associate Editor.**

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, O., THURSDAY, JAN. 12.


IN a recent issue of the RECORD, Mr. Frank Wilkenson represents a mate of a lake propeller as saying, "we lose about 500 sailors on these lakes yearly," Mr. Wilkinson's blood curdling narratives goes on to show how "death traps" are used in the lake trade, inspectors tempted to pass them and men's lives risked on craft "hardly fit to sail on a mill pond." This may all be true; but the number of lives lost this year was not "about 500," but 204 during the season of lake navigation in 1887. It was little, if any, larger in 1886, and we doubt if any year has ever seen "about 500 sailors" lost on the lakes. Lake navigation has never grown as rapidly as now. Before spring the 20,687 tons lost last summer will be replaced by 63,000 tons of new tonnage. Nearly all the new tonnage is steam, while the old was sail, forty-three of the seventy-three vessels lost being schooners. This stands for a great increase in efficiency, and the Sault ste Marie, which passed as much or more tonnage than the Suez canal last summer, will probably beat the record of the more conspicuous marine highway next year.

Is the English channel wide enough for the existing traffic without some special reforms in the rule of the road at sea? asks the St. James' *Gazette*. This a question which naturally occurs to one on reading the evidence at the inquest on the recent disaster. Complaints have been made that the Atlantic is too crowded; and with the great increase in North German, as well Thames and Tyne, direct steam shipping to America, most of which passes close along our south coast, "the silver streak" seems to have become too narrow to contain it all with safety. Vessels creeping along a few miles, anchoring, weighing anchor again, and stealing along a little bit farther during a slight clearing in thick weather, seem as likely to get in one another's way as passengers in a London fog. An international code of rules for channel navigation might greatly lessen such dangers and diminish the loss of life which annually take place between the North Foreland and the Land's End.

THE Lake Carriers' Association again calls attention to the condition of traffic through the Sault passage, as shown by the late report of General Poe. The freight tonnage passing through it is 5,494,649 tons, an increase of 21 per cent over 1886. During June, July, and August, the three busiest months, there were on the average a fraction over 55 vessels passing through the Sault lock every day, an increase of 37 per cent over last year. With this increase kept up the limit of the lock will be reached in two years. It looks as though congress ought to go at work on this problem at once.

## *NEW STEAMBOATS AND VESSELS UNDER CONTRACT.*

We take pleasure in presenting to our readers a table, as complete as it can be made, of the new tonnage now under contract. It has been compiled from reports from the various ship builders around the lakes, and can be relied upon as correct in the main. It will be a valuable addition to the report of the Cleveland Vessel Owners' Association and Board of trade of Cleveland, and the Lake Carriers' Association, which will go forward to Washington, in charge of ex-Mayor George Gardner and R. C. Parsons, of Cleveland, and Captain J. T. Whiting, of Detroit, in the interest of the Lake Carriers' Association, all of which organizations have taken close interest in forwarding the necessary improvements on the lakes.

It can not be successfully denied that the lake merchant marine is the backbone of the commerce of the country and that it is growing in volume to such an extent that a class of boats superior to those built elsewhere is now being put afloat.

We have no hesitancy in stating that the prospects for the coming season are indeed favorable for vesselmen, and that freights will be equally as high if not higher than last spring. Of course there is the usual cry "too much tonnage." But we remember the rapidly developing west has made it imperative for us to increase the number and capacity of our carriers, and the increase of tonnage in our opinion is not yet in proportion to the demand, and with that fact in view and everything throughout our broad land promising a prosperous and successful year we believe next season will be equal to the season just closed for marine men. Let those who croak consider the fact that the ore on the Lake Erie docks is almost disposed of; that railroads are laying more miles of track than ever before; that the upper lake country always have a winter coal famine, and that wheat freights to-day in Chicago are higher than a year ago, with fair prospect for a much earlier opening of navigation.

| Rig. | Owner. | Builder. | Cap'c'ty Tons. | Keel. | Over all. | Beam. | Depth. | Value. |
|---|---|---|---|---|---|---|---|---|
| St'm'r. | Mutual Transportation Co.. | Globe Iron Works Company | 2800 | 292 | 312 | 40 | 24 | $210,000 |
| " | Lehigh Valley Transp. Co .. | " " " " | 2650 | 290 | 308 | 40 | 25½ | 260,000 |
| " | James J. Hill..... | " " " " | 2800 | 292 | 312 | 40 | 24½ | 240,000 |
| " | " " ..... | " " " " | 2800 | 290 | 312 | 40 | 24½ | 240,000 |
| " | " " ..... | " " " " | 2800 | 292 | 312 | 40 | 24½ | 240,000 |
| " | " " ..... | " " " " | 2800 | 292 | 312 | 40 | 24½ | 240,000 |
| " | " " ..... | " " " " | 2800 | 292 | 312 | 40 | 24½ | 240,000 |
| " | Mutual Transportation Co.. | " " " " | 2800 | 292 | 312 | 40 | 24½ | 240,000 |
| " | Lackawanna T. Co..... | Cleveland Ship Building Co. | 2400 | 260 | 280 | 38 | 24 | 210,000 |
| " | " " ..... | " " " " | 2400 | 260 | 280 | 38 | 25 | 250,000 |
| " | Frank Perew..... | Quayle's Sons..... | 2500 | 285 | 302 | 41 | 25 | 250,000 |
| " | J. Ash..... | " " ..... | 2200 | 270 | 287 | 40 | 23 | 150,000 |
| " | R. R. Rhodes..... | " " ..... | 2100 | 265 | 282 | 41 | 22 | 125,000 |
| Sch'r.. | Ash..... | ..... | 1800 | 240 | ..... | 38 | 22 | 125,000 |
| St'm'r. | Bradley & Grover..... | Radcliffe..... | 2300 | 282 | ..... | 41 | 17 | 70,000 |
| " | P. Minch..... | " ..... | ..... | 275 | ..... | 40 | 24 | 130,000 |
| " | H. J. Jonnson, et al..... | Cleveland Dry Dock Co .... | 2200 | 260 | 276 | 40 | 24 | 125,000 |
| " | N. W. T. Co..... | Detroit Dry Dock Co..... | ..... | ..... | 266¾ | 38 | 21½ | 120,000 |
| " | W. T. Co..... | " " " ..... | ..... | ..... | 304 | 38½ | 26 | ..... |
| " | Cummings & Owen..... | " " " ..... | ..... | ..... | 272 | 36½ | 22 | 130,000 |
| " | Cummings & Owen..... | " " " ..... | ..... | ..... | 272 | 36½ | 22 | 130,000 |
| " | F. & P. M. R. R. Co..... | " " " ..... | ..... | ..... | 204 | 31 | 23 | 90,000 |
| " | Hubard & Son..... | Oades Ship Yard..... | ..... | 186 | 200 | 34 | 13 | 100,000 |
| " | J. C. Gilchrist..... | John Craig & Son..... | 2400 | 270 | 290 | 41 | 24 | 136,000 |
| " | Alger, Smith & Co..... | " " " ..... | 2400 | 270 | 290 | 41 | 24 | 136,000 |
| Sch'r.. | Chicago Lumber Co..... | R. W. Linn..... | 506 | 155 | 169 | 30 | 11½ | 40,000 |
| St'm'r. | Union Steam Boat Co..... | Union Dry Dock Co..... | 2650 | 324 | 350 | 41 | 25 | 350,000 |
| " | Union Steam Boat Co ..... | " " " ..... | 2650 | 324 | 350 | 41 | 25 | 350,000 |
| Sch'r.. | Tonawanda Barge Line..... | William Dulac..... | ..... | 175 | 180 | 32 | 12 | 25,000 |
| St'm'r. | Wolf & Davidson ..... | Wolf & Davidson..... | 1750 | 284 | 304 | 40 | 23 | 160,000 |
| " | J. Fitzgerald, et al..... | Milwaukee Ship Yard Co ... | 400 | 163 | 175 | 31 | 13 | 45,000 |
| " | R. R. Mills..... | R. R. Mills Ship Yard ..... | 2000 | 266 | 281 | ..... | ..... | 125,000 |
| " | Gratwick, Smith & Freyer.. | Frank Wheeler..... | 2300 | ..... | ..... | ..... | ..... | 150,000 |
| " | Farwell & Adams..... | " " ..... | 2300 | ..... | ..... | ..... | ..... | 150,000 |
| " | Hawgood & Avery ..... | " " ..... | 1800 | ..... | ..... | ..... | ..... | 115,000 |
| " | Frank Wheeler..... | " " ..... | 1200 | ..... | ..... | ..... | ..... | 100,000 |
| Sch'r. | Hawgood & Avery ..... | " " ..... | 1600 | ..... | ..... | ..... | ..... | 65,000 |
| " | Seymour Bros..... | H. Burger..... | ..... | 170 | 182 | 30 | 12 | ..... |
| St'm'r. | T. & F. T. Co..... | Marine City..... | ..... | 130 | 142 | 27¾ | 8¾ | ..... |
| Sch'r.. | St. Clair Steam Ship Co .... | Simon Langell..... | 2000 | 230 | 246 | 40 | 19 | 80,000 |
| St'm'r. | J. L. Woods..... | " " ..... | 1100 | 176 | 187 | 34 | 12 | 32,000 |
| " | Morley ..... | Morley ..... | 2200 | 274 | 290 | 41 | 23 | 125,000 |
| " | Thomas Marks & Co..... | Clyde, Scotland..... | 2000 | 253 | 269 | ..... | ..... | ..... |
| " | H. Williams..... | J. Martel..... | ..... | 152 | ..... | 28 | 10½ | ..... |
| " | James Davidson..... | James Davidson..... | 2100 | 225 | 245 | 36½ | 20½ | 125,000 |
| " | " " ..... | " " ..... | 1900 | 215 | 235 | 36 | 20 | 110,000 |
| " | " " ..... | " " ..... | 2800 | 292 | 310 | 41 | 22 | 170,000 |
| " | " " ..... | " " ..... | 2800 | 292 | 310 | 41 | 22 | 170,000 |
| Sch'r.. | J. O. Woolson, et al..... | " " ..... | 1300 | 175 | 190 | 34 | 13 | 40,000 |
| St'm'r. | H. Starke..... | Milwaukee Ship Yard Co... | 255 | 115 | 125 | 26 | 9 | 20,000 |
| | | Total..... | 75661 | | | | | $6,615,000 |

THERE seems to be no assurance that, with such a withdrawal from use of the peoples' circulating medium, our business community may not in the near future be subjected to the same distress which was quite lately produced from the same cause. And, while the functions of our national treasury should be few and simple, and while its best condition would be reached, by its entire disconnection with private business interest yet, when, by a perversion of its purpose it idly holds money uselessly substracted from the channels of trade there seems to be reason for the claim that some legitimate means should be devised by the government to restore in an emergency, without waste or extravagance, such money to its place among the people.

THE navigators of the great lakes are taking a lively interest in the naval reserve question. The Lake Carriers' Association, a large and powerful body, composed of men engaged in lake navigation and trade, held a meeting in Buffalo, N. Y., on the 22d ult., and passed strong resolutions in favor of the establishment of a naval reserve on the general basis outlined by the secretary of the navy. The lakes' quota of the naval reserve would embrace a magnificent body of hardy and skillful sailors, who would compare favorably with any similar body of men in the world. The action of the association will be found in another column.

THE interesting fact is stated that so indestructible by wear or decay is the African teakwood that vessels built of it have lasted one hundred years, to be only broken up because of their poor sailing qualities from faulty models. The wood, in fact, is one of the most remarkable known, on account of its great weight, hardness and durability, its weight varying from forty-two to fifty-two pounds per cubic foot; it works easily, but on account of the large quantity of silex contained in it the tools employed are quickly worn away. It also contains an oil which prevents spikes and other iron work with which it is in contact from rusting.

A RECENT regulation of the marine department makes a change of importance to vessels. Hitherto, only boats of over 150 tons were compelled to carry a qualified engineer. This regulation will hereafter apply to all vessels, of whatever tonnage.

## IN THE INTEREST OF MARINERS.

The following petition is being circulated among vesselmen and masters of vessels, and is receiving many signatures in this section:

*To the Hon. Chas. S. Baker, M. C.:*

We, the undersigned wish to call your attention to the condition of the harbor and lights at Charlotte, also the depth of water between the piers.

1. It is necessary that there should be some dredging done, as the best depth at the present time is 13 feet 6 inches, which is less than the depth of the Welland canal which prevents those vessels bound through taking on full cargo. We hope this may be remedied, as vessels making this harbor in heavy weather are liable to strike.

2. Lights: There should be a light at Braddock's Point, eight miles northwest off here, as there is no light between Oak Orchard and this port. The object in placing a light there is, vessels in running here for a refuge are apt to keep too far away for fear of shoal water off the Point to bring this port with wind down the lake and the light at this port is inadequate, being a dim red light, and standing 200 feet from the end of the pier; it should be replaced with a revolving red and white light, also the main or land light replaced; consequently we would then have a good range to enter the piers by, as this is the only harbor of refuge on this side of the lake between Niagara river and the foot of the lake with sufficient depth of water for vessels drawing over 10 feet to enter.

3. The fog signal here is quite inadequate and should be replaced with a whistle, one that could be heard at least seven miles The weather this season has been very foggy and smoky, and within the past year there have been six vessels ashore here, which would not have occurred had there been a proper fog signal here.—*Ogdensburg Journal.*

## LAKE CARRIERS' ASSOCIATION,

TO CONSIDER AND TAKE ACTION UPON ALL GENERAL QUESTIONS RELATING TO THE NAVIGATION AND CARRYING BUSINESS OF THE GREAT LAKES AND THE WATERS TRIBUTARY THERETO, WITH THE INTENT TO IMPROVE THE CHARCTER OF THE SERVICE RENDERED TO THE PUBLIC, TO PROTECT THE COMMON INTEREST OF LAKE CARRIERS, AND PROMOTE THEIR GENERAL WELFARE.

BOARD OF MANAGERS, 1887.

THOMAS MARTIN, - - - - Oswego, N. Y.
JAMES ASH, *Vice President*, - Buffalo, N. Y.
W. BULLARD, - - - - Buffalo, N. Y.
S. D. CALDWELL, *President*, - - Buffalo, N. Y.
DAVID DONALDSON, - - - Buffalo, N. Y.
E. T. EVANS, - - - - - Buffalo, N. Y.
W. P. HENRY, - - - - - Buffalo, N. Y.
FRANK J. FIRTH, *Vice President*, - Erie, Pa.
M. A. BRADLEY, - - - - Cleveland, O.
H. M. HANNA, - - - - - Cleveland, O
THOMAS WILSON, - - - - Cleveland, O.
A. W. OLTON, - - - - - Toledo, O.
JAMES MILLER, *Vice President*, - Detroit, Mich.
EBER WARD, - - - - - Detroit, Mich.
JAMES DAVIDSON, - - - - Bay City, Mich.
JOS AUSTRIAN, - - - - - Chicago, Ill.
W. M. EGAN, - - - - - Chicago, Ill.
IRA H. OWEN, *Vice President*, - Chicago, Ill.
R. P. FITZGERALD, - - - - Milwaukee, Wis.
DAVID VANCE, - - - - - Milwaukee, Wis.
ALEX MCDOUGALL, - - - - Duluth, Minn.
FRANCIS ALMY, *Secretary*, - - Buffalo, N. Y.
JAS. CAREY EVANS, *Treasurer*, - Buffalo, N. Y.

MARINE RECORD—OFFICIAL PAPER.

## STEERING REGULATIONS.

The Lake Carriers' Association is preparing a statement of all the steam vessels (excluding tugs) registered at lake ports, showing how they steer as regards crossed or straight chains. What we print here is a preliminary draft, and is complete only for the ports denoted by the asterisk (*). It shows sufficiently, however, what the final proportions will be. The lack of uniformity is surprising, and we hope that the supervising inspectors, at their coming meeting, will do what they can to improve the present state of things. With officers and wheelsmen frequently changing from one steamer to another, there is a constant liability to error in giving or obeying orders, and the only wonder is that accidents from this cause are not more frequent. As uniformity is desirable not only among steam vessels, but between sail vessels and steam, and as our sail vessels all steer with straight chains, and can not be changed by any vote of the inspectors, it would seem that the uniformity must be according to this fashion, that is, with straight chains, or such that when the wheel is put to starboard the vessel's head will also go to starboard.

| | Crossed Chains. No. | Crossed Chains. Tonnage. | Straight Chains. No. | Straight Chains. Tonnage. |
|---|---|---|---|---|
| *Buffalo | 42 | 45,095 | 16 | 16,839 |
| *Erie | 19 | 21,369 | .. | ..... |
| *Cleveland | 21 | 24,103 | 35 | 39,740 |
| *Toledo | 10 | 4,869 | .. | ..... |
| *Sandusky | 4 | 382 | 4 | 1,202 |
| Detroit | 19 | 11,994 | 34 | 20,496 |
| *Milwaukee | 12 | 9,143 | 18 | 12,818 |
| *Kenosha | 7 | 4,201 | .. | ..... |
| Chicago | 7 | 4,425 | 3 | 2,085 |
| East Saginaw | .. | ..... | 3 | 1,887 |
| Marine City | 3 | 3,496 | 3 | 2,043 |
| Bay City | 1 | 796 | .. | ..... |
| Marquette | .. | ..... | 3 | 3,495 |
| Port Huron | 1 | 1,257 | 1 | 416 |
| Ogdensburg | 1 | 600 | .. | ..... |
| *Escanaba | 2 | 343 | .. | ..... |
| Saginaw | 1 | 592 | .. | ..... |
| St. Clair | 1 | 333 | .. | ..... |
| Huron | .. | ..... | 2 | 2,026 |
| Manistee | 1 | 365 | 2 | 477 |
| Grand Haven | 4 | 1,837 | 1 | 506 |
| Vermillion | 1 | 1,280 | 1 | 845 |
| Michigan City | 1 | 604 | .. | ..... |
| Manitowoc | .. | ..... | 1 | 578 |
| *Put-In-Bay | .. | ..... | 2 | 507 |
| | 158 | 137,084 | 129 | 105,965 |

As we go to press the formal ballot of the members of the Lake Carriers' Association on the steering regulations stands as follows:

| | |
|---|---|
| In favor of the Government requiring uniformity of steering on steam vessels | 1438 |
| Opposed | 263 |
| Preferring uniformity with straight chains, vessel fashion | 1213 |
| Preferring uniformity with crossed chains, steamer fashion | 507 |

The complete vote will be given in our next issue. One of the large Buffalo steamer lines and one of the large Cleveland vessel owners, but whose vessels all steer with crossed chains, have yet voted for straight chains, believing that all vessels, steam and sail, should steer alike.

Vessel owners who have suffered injustice from the present libel laws, either through being forced to bond their boats on petty and unjust claims, or through being libeled at an unnecessarily inconvenient time, or through difficulty in getting bondsmen at a port away from home, or in other ways, will confer a favor by sending at once to the secretary of the Lake Carriers' Association, Buffalo, full details of such instances, with amounts, dates, etc.

## STEAM HEATING A SUCCESS

ON THE THROUGH TRAINS OF THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY.

The experiment of heating trains by steam has been successfully tested by only one Western line—the Chicago, Milwaukee & St. Paul Railway—and now the through trains of that company leaving Chicago every day at 7:30 p. m., and leaving Minneapolis at 6:50 p. m., and St. Paul at 7:30 p. m., are systematically equipped with steam heating apparatus.

No matter what degree of cold may exist anywhere along the line, an even temperature of heat is maintained throughout the interior of the train.

As rapidly as possible, all through trains on the various other lines of the Chicago, Milwaukee & St. Paul Railway, will be provided with appliances for the heating of its coaches by steam.

## VESSEL OWNERS' ASSOCIATION.

More important subjects were presented for the consideration of the board of industry last week than at any meeting since its organization. For two hours the members struggled with problems that will have an immense bearing on the lake commerce of the future. General Barnett called the meeting to order at 3 o'clock, and Mr. W. M. Day was chosen temporary secretary. A large number of thoroughly representative business men, vessel owners, and others interested in the welware of lake commere were present. General Barnett first called for a report from the committee appointed to urge the Aypano grant on Division street, before the board of aldermen. Mr. W. J. Boardman stated that the ordinance had been passed, and that the railway company would lose no time in improving their dock facilities.

Hon. George W. Gardner presented the following resolution:

WHEREAS, Secretary Whitney, of the Navy, in his last annual report, recommends the establishment of a naval reserve by enrolling on the government list such merchant vessels, yachts, and other water craft, as are suitable and available for naval service, and the instruction of masters, other officers, and sailors of the merchant marine in naval science; and,

WHEREAS, in case of necessity, the regular naval force, in its present numerical strength, would be wholly inadequate and insufficient to the requirement; and,

WHEREAS, there are upon the inland lakes, ready for commission and now being constructed, merchant vessels the peer of those to be found in any waters, vessels that at moderate cost could promptly be made available for naval service; and,

WHEREAS; with the establishment of such a reserve, and an educated and trained militia force the necessity for any other material increase of the regular naval force would be greatly lessened, thereby saving large expense and valuable time to the general government in case protection is needed; therefore be it

Resolved, that the Cleveland board of industry, representing important and extensive marine and general commercial interests, heartily approves the establishment of such naval reserve, and believes the greatest possible good would ensue if the plan suggested is formulated and action taken by congress results in such desirable addition to the regular navy.

Resolved, that the secretary be requested to forward certified copies of this action of the board of industry to Secretary Whitney, to Commodore Walker, of the bureau of navigation, to the chairmen of the naval committees of both houses of congress, to Senator Payne, and to representative Foran, with a request that our members of congress use their utmost efforts, that the suggestions of Secretary Whitney referred to may be promptly carried into effect.

The adoption of the resolution was promptly moved and seconded, and General Barnett called for remarks. Mr. Gardner explained that in effect Secretary Whitney's suggestion would provide a list of vessels and a force of armed men with the same relation to the navy that the militia bears to the army. Hon. Amos Townsend heartily commended the resolution, and it was unanimously adopted.

### TO EXTEND THE BREAKWATER.

Then came a discussion of the needed changes in the plan for the extension of the east arm of the breakwater. At the last meeting a committee comprising Hon. Geo. W. Gardner, Hon. Amos Townsend, Harvey D. Goulder, Esq., Mayor B. D. Babcock, and Thomas Axworthy, who has large vessel interests, was appointed to prepare a report on the subject. Mr. Gardner read the report, and it proved to be a statement of the marine interests of the lakes of rare interest and importance. The report is as follows:

Your committee, to whom was referred the matter of extension of the eastern breakwater at Cleveland, beg to report, after full investigation and conference with Major Overman, in charge of the government works in this district, and with those interested in lake navigation, and familiar with improvements of this character, that, owing to the remarkable growth and rapidly increasing magnitude of lake commerce, and the increased size of vessels built for that service, there is no need for greater protection and anchorage space than would be provided by the breakwater, if completed under the present plan, and that, if the actual condition of things is properly made known before the work has progressed too far on the present plan, there should be little difficulty in procuring such changes as the necessities of the case fairly require.

The breakwater at Cleveland was begun under a plan submitted in 1875 for a harbor of refuge at this place. This plan need not be described, as under it, with some modifications, the present west breakwater was built and completed in 1883. By that time the business of lake navigation had increased to such an extent as to make it apparent that the work would be insufficient, and accord-

ingly in May, 1884, a plan was submitted by Major Overman and adopted, to build an eastern arm or breakwater, extending in all about 3,500 feet in a broken line, with two salient angles, convex toward the lake, ending about 2,600 feet from the shore, in a depth of 25 feet of water, and having between its eastern end and the curve of 14 feet depth of water an entrance 1,200 feet wide.

According to the computations of the United States engineer this eastern breakwater would give an increased area of protected space between it and the 14 foot curve of about 120 acres during northwest gales, and about 70 acres during northeast gales. This it was supposed at the time, would afford ample protection, according to the necessities of commerce existing at that time, and considering also the prospective growth of the trade.

The necessity for enlargement was made apparent by the condition of the lake marine, as shown by the statistics of 1883; and your committee have accordingly procured the statistics for the purpose of comparison, of the years, 1875, when the breakwater was commenced, of 1883, by which time the enlargement seemed to be necessary, and of the past season of 1887, and also of the ship building now in progress, although as to the latter full statistics could not be obtained.

Since 1884 the growth of lake commerce has been much greater than could have been anticipated at that time. It is at present developing rapidly, and will continue to increase in volume. Much of this growth is due to the wonderful development of the northwest. The estimated increase of shipments of ore from the iron mines of the northwest is 2,000,000 of tons over the similar shipments of 1887, being an estimated increase of nearly 50 per cent. The mention of this single instance will convey an idea of the probable future magnitude of the lake commerce, and nearly all of this ore comes to Lake Erie ports. For the season of 1885, when the original plan of the breakwater was adopted, the business of this district alone was: Clearances and entrances, coastwise, number of vessels, 4,799, tonnage, 1,883,760. The business of the district increased so much that in the season of 1883 the number of vessels entering and clearing was 7,509, tonnage, 3,227,520 tons. The increase, therefore, during the eight years from 1875 to 1883, inclusive, was in number of vessels entering and clearing 2,710, and in tonnage, 1,343,760 tons.

Such a growth of the local business, and an increase in through business past this district using the harbor of refuge as the occasion required, which probably corresponded very nearly with the growth in local business, was sufficient to make necessary so great an enlargement of our harbor of refuge as the building of the east breakwater contemplated. Since the adoption of this plan in 1884 the growth of the business in this district has been much more rapid and extensive, as will be seen by the following statement of the business of the season of 1887, when the coastwise entrances and clearances numbered 8,434; tonnage, 5,061,165 tons, an increase in four years in number of 925, and in tonnage 1,833,645 tons. These statistics show that the increase in a season's business in this district alone during the past four years, since the adoption of the plan for building the east breakwater, exceeds by 500,000 tons the similar increase during the eight years from 1875 to 1883; and that such increase alone of the past four years is only 50,000 tons less than the total tonnage of this district for the year 1875, when the building of the breakwater was commenced.

Such an increase in the tonnage indicates the larger size of the vessels now engaged in our lake business, as compared with either 1875 or 1883. This is further illustrated by an examination of the statistics of shipbuilding. During the six years, from 1870 to 1875, inclusive, there were built on the lakes forty-one steamships over 200 feet in length. Of these the largest was 265 feet in length, the next largest, 238 feet; while the average length of the forty-one vessels was 218 feet, and the average tonnage about 1,050 tons each. Since the adoption of Major Overman's plan for an eastern breakwater, in 1884, and including that year, there have been built in four years, and now in process of construction on the lakes, eighty-five steamers alone of over 1,000 tons. Two of these steamships, building in Buffalo, and which will be ready for service next spring, are 350 feet in length, with carrying capacity of 2,800 tons on a draft of 15 feet 6 inches. Nine steel steamers, now building in Cleveland, are each 310 feet in length, with 24½ feet depth of hold, tonnage 2,800 tons. Three others have been recently completed here, respectively 277 feet in length, 22 feet depth, 2,556 tonnage; 280 feet in length, 23 feet depth, 2,600 tonnage; and 302 feet in length, 24 feet depth, 2,600 tonnage. There are also building here one steel steamer 290 feet in length and one of over 300 feet in length. And, in addition to the above steel steamers, there have been built the past season and are now building at Cleveland eighteen wooden steamers, varying in length from 246 to 310 feet, with an average length of 270 feet and an average carrying capacity of 2,250 tons. There have been built this year and are now building in Detroit fourteen vessels over 1,000 tons, nine of which are over 250 feet in length each, and one of which is 275 feet long, and two, 285 feet long. These vessels are from 22 to 26 feet depth of hold, and their tonnage is from 1,800 to 2,650 tons. Six vessels have been built the past season at Bay City of an average length of 280 feet; and there are now under construction at the same place ten vessels which will average 1 800 tons each. There are other shipbuilding ports on the lakes from which your committee were unable to get full statistics, where considerable shipbuilding has been done, and is now being done, notably Milwaukee, where there are several vessels of the largest size now in process of construction.

These vessels referred to are steamers, built at a cost of from $125,000 to $200,000 each. A large number of sail vessels, including lake barges, of corresponding size, have been built recently and are now building. Comparatively little is known by the general public of the great magnitude of the lake commerce. It has assumed great proportions, and the vessels we are now putting afloat exceed those built in this country for ordinary traffic on the ocean. The statistics show that, without including the recent additions to the lake fleet above referred to, the total number of vessels navigating the lakes at the close of the season of navigation of 1886, was 3,405, being more than the entire number of vessels enrolled in the United States custom houses for navigation of the Pacific coast and the inland rivers, and nearly one-sixth of the whole number of vessels enrolled in all the custom houses of the United States. And the tonnage of this lake fleet, as shown by the official report of June 7, 1887, is more than double in extent the total tonnage engaged in river and inland navigation in the United States; exceeds the combined tonnage of the river and inland navigation and Pacific coast; is nearly one-third as great as the entire tonnage of the Atlantic and Gulf coasts; and is more than one-sixth of all the tonnage registered or enrolled in the United States.

The Lake Carriers' Association comprises representatives of all the chief cities on the chain of lakes. Their resolutions, which are referred to in the report, read as follows:—

WHEREAS, certain improvements and additions to the government breakwater at Cleveland are now being made by the United States; and

WHEREAS, the recent large increase in the size of the vessels building on the great lakes has rendered inadequate the construction of the breakwater on the present plan; and

WHEREAS, the Cleveland board of industry and Cleveland board of trade have suggested a change such as to provide a greater area of protected harbor space for refuge purposes, with draft of water sufficient for the largest vessels;

Resolved, that the board of managers of the Lake Carriers' Association consider it very important for the marine interests of the great lakes that the refuge facilities at Cleveland should be ample; also,

Resolved, that certified copies of this resolution be sent to the secretary of war, to the United States engineer in charge of the work, and to other persons interested.

Hon. D. A. Dangler said that it would be inconsiderate to pass such an able report without a word. In moving its adoption he, therefore, wished to express his personal commendation. Mr. Townsend said that it would be a comparatively simple matter to secure the desired legislation if the recommendation of the United States engineers could be secured. He proposed that maps be forwarded to Washington with the report. With the adoption of the proposed plans, he said, the breakwater would be in shape for further extension, when required, and Cleveland might be provided with one of the finest harbors on the lakes. In his opinion it would be desirable to have the report presented to the United States board of engineers by a proper committee. Mr. Townsend also urged the necessity of immediate action.

The report was adopted. Mr. Dangler then moved that it be printed in pamphlet form.

A vast number of men is required to man this immense fleet on the lakes, such vessels as above described each requiring a crew of from fifteen to twenty men, and it is conceded that no coast is more dangerous, and that no navigation is more hazardous than that of our northwestern lakes. The property and necessity of affording the best protection on a dangerous coast to this valuable fleet and the men who navigate it, and who at best accept great risks in their calling, requires no argument; but statistics for the year 1887 show that while fortunately there were no large number lost in any one disaster, yet 204 lives were lost in the navigation of the lakes last season, while the total losses of steam and sail vessels amounted to $1,257,250, and the partial losses amounted to $701,500, without taking into account the numerious minor mishaps. Not only does our local business rely, upon the protection afforded by our breakwater, but the through business on Lake Erie depends upon this harbor of refuge, and to the entire lake commerce its value depends upon the adequacy of the protection afforded by it, and its accessibility in storms. Statistics have been given showing the recent enormous increase of the lake business in this district only. Lack of space forbids our going into a similar showing of the increase at other ports such as Chicago, Milwaukee, Duluth, Detroit, Toledo, and Buffalo, where there has been a proportionate growth of business. Suffice it to say that the through business past Detroit, up and down, last year, the bulk of which either came into or passed the Cleveland district, reached the number of about 20,000 vessels, and this in a season which began later than usual, to-wit, about the 1st of May.

It will be noticed that in dealing with the distance of the breakwater from the shore, the curve at fourteen feet depth of water has uniformly been mentioned. Such a depth of water might be considered a factor in safe navigation in 1875, but the increase in the depth of our lake vessels, and the draft of water to which they can safely be loaded, has kept pace with the increase in length and tonnage. There is need of greater depth of water than fourteen feet in every channel of the lakes, and it is believed that in all recommendations made and plans adopted for the improvement of channels during the past five years a greater depth than fourteen feet has been assumed as necessary. All the vessels mentioned as having been built in the past four years, and now building, can safely load to a draft of from sixteen to eighteen feet, if assured sufficient water, and efforts are being made throughout the lakes to increase the depth of channels and harbors accordingly. It is to be considered also that it is in storms, when heavy seas are prevailing, that the harbor of refuge is sued, so that a vessel would need for safety in entering the harbor a very considerably greater depth of water than she might herself be drawing, owing to the rise and fall of the vessel in the seaway. Your committee are unable to say what width of entrance there would be between the curve of eighteen feet depth of water and the east end of the breakwater, if completed under the present plan, but it would necessarily be much less than the 1,200 feet considered advisable in 1883, and which is the width to the curve of fourteen feet depth of water. We call attention in this connection to the fact that the east end of the breakwater would itself be in but twenty-five feet of water.

An examination of the plans and surveys, kindly afforded by Major Overman, shows that if the east arm of the breakwater could be prolonged in a straight line easterly before the line is broken by a deflection southerly, the east end would be in deeper water, and a channel available for vessels drawing sixteen feet of water or more could thus be afforded, of sufficient width between the east end and the shore, affording another entrance at the easterly and equally as safe as the main entrance to the harbor of refuge. Nothing limits the extension of the breakwater easterly but the plan adopted in 1884, and which cannot be materially altered, as your committee are informed, without further legislation by congress. It was supposed when the plan of 1884 was adopted that the enlargement of the harbor of refuge provided for in that plan was adequate for the then necessities of commerce, and would be adequate for years to come. The development of lake commerce during the last four years, exceeding the whole increase from the time the first breakwater was authorized until an enlargement was seen to be necessary in 1884, proves that the future growth of the business was not understood or properly estimated, even by those most interested in its success. If completed on the present plan, it would thereafter be practically impossible to enlarge the breakwater so as to afford the needed protection, but the work on the eastern breakwater has not yet so far progressed as to interfere in any manner with the proposition to extend it east and provide adequate protection. Your committee therefore report: First—That there is imperative necessity for enlarging the breakwater beyond the present plan, and that, if completed on the present plan, the protected space in the harbor of refuge will be entirely inadequate to the needs of commerce.

Second—That it is not, as your committee is informed, within the authority of the war department without congressional action to vary materially from the present authorized plan for the breakwater.

Third—That it is necessary, owing to the fact that the work is now in progress, that any steps taken for the alteration of the present plan be taken promptly.

And, in view of the facts set out in the foregoing report, your committee recommend:

First—That the breakwater be extended easterly, substantially on the present line, without material deflection toward the shore, for the whole length now authorized, and an additional length of not less than 2,000 feet, so that the entire length of the eastern arm, from the beginning, will be at least 5,500 feet. If so extended, the necessity for building a shore arm at the easterly end may be obviated, and a large annual expense for dredging avoided, which would probably accrue if built as the present plan provides.

Second—That the government provides for the appointment of a government harbor master, and a strong seagoing tug, to be employed during the season of navigation to tow in and place vessels which cannot be handled by the harbor tugs.

Third—That this board use its influence to the end that the above recommendations, if adopted, be carried out.

Fourth—That this board request Senators Sherman and Payne and Congressman Foran, also senators and representatives of other lake districts who are equally interested, to consider the necessity for this improvement, and to aid in securing the necessary legislation therefor.

And your committee submit the accompanying resolutions on this subject, passed by the Lake Carriers' Association, of Buffalo, an association embodying in its membership representatives from all the lake cities, and whose object is "to consider and take action upon all general questions relating to the navigation and carrying business of the great lakes"; and also resolutions passed by the Cleveland Vessel Owners' association.

GEORGE W. GARDNER,
AMOS TOWNSEND,
HARVEY D. GOULDER,
B. D. BABCOCK,
THOMAS AXWORTHY.

[Around the Lakes Continued from 1st Page.]

TOLEDO.

At the session of district assembly No. 136, Lake Seamen's union, the different committees reported progress. The Committee on resolutions reported the following, which were adopted:

WHEREAS, seventy-three vessels of all grades were lost on the great lakes during the season of 1887, aggregating 20,678 registered tonnage and a financial loss of $2,500,000; and

WHEREAS, the 204 lives lost with the number of vessels mentioned caused such intense feeling of indignation from the entire press of the country at the carelessness of the underwriters and government inspectors of such important matters; and,

WHEREAS, a large number, from being overloaded, carrying with them all hands, causing the widows and orphans to appeal to humanity to help protect in future those who follow that dangerous vocation, sailing, by agitating the enforcement of rigid investigation of these terrible disasters; therefore,

Resolved, by the representatives of lake seamen, in convention assembled at the second district convention of district assembly No. 136, that we petition congress to enact laws regulating the loading of vessels of all grades and asking that an inspector or inspectors be appointed to see that such laws be rigidly enforced, so that the safety of the lives of passengers and crews may be assured to us in the future, and we respectfully ask the public in general to take cognizance of these facts and to aid and assist us by all legitimate means, political and otherwise, by which we may attain the ends whereby humanity may be greatly benefitted.

DULUTH.

Captain Yocum, the hardy commander of the Rambler, staunch and true, is always the last to plow the wintry waves of Lake Superior in the vicinity of Duluth and if he can find something to do it is doubtful if this fearless sailorman would lay up his boat at all. Captain Yocum deserves his reputation as the most successful log tower and careful seaman at this port. He has never lost a raft of logs or failed to deliver safely at its destination whatever cargo was placed in his charge. This may be luck but it is more likely careful and skillful navigation. The captain piloted the Rambler safely home and tied up for the winter. On his last trip out he encountered several miles of floating ice and anticipated some trouble in coming back, but the obstacle had altogether disappeared and the Rambler came in as smoothly as in midsummer.—Herald.

As could be ascertained, the Duluth shipping capacity will be increased this year by over 75,000 tons. All shipyards on the lakes are being taxed to their utmost capacity in order to finish their contracts by the opening of navigation. The total sum outpaid for freight in '88 will be far above 1887, owing to the increased tonnage and more frequent trips of the vessels engaged in the Duluth trade.

A move is now being made to induce the proper officials at Washington to make Duluth what it has never been as yet a full port, in other words to add to its custom house business that of entry and distribution. It is now only a port for exportation and as the increased foreign import by Duluth merchants, many of whom do a very large importing business, has been very great during the past year, the local officials and business men interested believe a united move would cause it to be proclaimed a full port of entry. The establishment here of wholesale houses, and the large wholesale business done in dry goods, etc., render this a move of the utmost importance. The great increase in the export business from Duluth this season, it leading the previous season by $1,200,000, adds weight to this just demand of Collector Moore and others.

MACKINAW CITY.

The straits are frozen over, and it is expected that teams will commence transferring Sunday. There was a heavy sleet, ice forming nearly three inches thick in this vicinity, delaying trains.

PORT HURON.

Articles of incorporation have been filed by the new elevator company, to be known as the "Botsford Elevator Co.," with a capital stock of $150,000 with $100,000 paid up. The stock is divided into 1,500 shares each representing $100.

The new company have commenced the erection of a large elevator equal to the capacity of the C. & G. T. elevator. It is being built just south of Botsford's old elevator on the St. Clair river. James O'Sullivan has the contract.

MILWAUKEE.

Harbor Master Trowell has issued his annual report of the commerce of Milwaukee for the season of 1887, from which the following interesting figures are taken: Arrivals by lake, 5,484; tonnage, 2,886,364; departures by lake, 5,529; tonnage, 2,898,179; aggregate arrivals and departures, 11,013; aggregate tonnage, 5,874,543. The receipts of coal amounted to 732,548 tons; of wood, 30,475 cords; of bark, 21,580 cords; of iron ore, 56,535 tons. The number of vessels wintering here is given as 138, and classified as follows: Grain steamers, 1,201,000 bushels capacity, 23; grain schooners, 592,000 bushels capacity, 17; lumber steamers, 18; lumber schooners, 51; lumber scows, 15; passenger steamers, 3; government steamer, 1; harbor tugs, 10; steam tonnage, 31,731; sail tonnage, 19 tal tonnage, 51,236.

BUFFALO.

The Anchor line schooner Allegheny has been sold to Captain Leisk and other owners of the propeller Simon Langell for $22,500. She will go into the Langell tow.

The propeller Saginaw Valley is out of the water at Black Rock yard with the exception of a few feet at the stern. If necessary she can be lengthened as she lies, but she will probably be pulled out a little further.

Mr. S. V. Parsons after holding a survey on the schooner Halsted at Chicago, surveyed the propeller C. H. Merritt, which was burned on December 5th at Chatham, Ont.

It is said that the fire tug, when in winter quarters at the Union steamboat slip, will be able to cover eleven elevators besides many lumber yards without stirring.

Two of the busiest places in Buffalo just now are the shipyards. Both are crowded with work, and appearances are that the same state of affairs will exist all winter, spring and a good part of the summer. Yesterday it was learned that the steamer Araxes will go into Mills' drydock for new steel arches and other extensive repairs. Today the steambarge A. Weston was to be placed in the other dock of the same firm, and steel arches be given her. The contemplated repairs of the schooner Scotia have not yet begun. When the repairs commence the schooner will be in better shape than ever.

## A RELIABLE ALMANAC FOR 1888.

Webster's Unabridged Dictionary says that an almanac is "A book or table containing a calender of days, weeks and months, to which astronomical data and various statistics are often added, such as the times of the rising and setting of the sun and moon, changes of the moon, eclipses, hours of full tide, stated festivals of churches, weather probabilities, etc." All this and more too will be found in the Ben Franklin Almanac issued by the Chicago, Milwaukee & St. Paul railway. Send six cents in postage to A. V. A. Carpenter, General Passenger Agent, Milwaukee, Wis., and an almanac for 1888 will be forwarded to your address.

FOR SALE

THE powerful tug J. W. Bennett. Length over all 95 feet, breadth 17 feet, depth of hold 9 feet, draws 9 feet of water. Engine 22 by 24. For prices and information address
SANDUSKY STEAMBOAT & FISHING CO.,
Sandusky, Ohio.

A GENTLEMAN of twenty years nautical experience just returned from Europe is desirous of a reengagement of master, mate or first class pilot, on steam or sail vessels. Address
MAGNETIC DISTURBANCE,
MARINE RECORD, Cleveland, O

FOR SALE.

PROPELLER TOLEDO—About 700 tons capacity. Apply to
EBER WARD,
51 Griswold Street, Detroit, Mich.

WANTED—A second-hand marine boiler, 8½ or 9 feet in diameter and 15 or 16 feet long; or Scotch boiler, 12 by 12. Inquire of
C. L. Fox, Bay City, Mich.

### AN ADJUSTABLE PITCH SCREW PROPELLER.

An invention providing means whereby the blades of a propeller may be changed to any desired angle or pitch required, without the stoppage of the engine, has been patented by Messrs. William Reeves and Andrew J. Hill of Mechanicsville, N. Y. A sleeve, having on its rear end a beveled gear, is mounted on the propeller shaft and shank of each propeller blade projecting down through the hub, is made with an integral bevel gear to mesh with that of the sleeve. The latter has collars where it passes into the hull, and on its interior end are four integral pins, which are received in the cam slots of a second or reversing sleeve, mounted upon the shaft and upon the inner end of the first sleeve. The inner end of the reversing sleeve has a wide interior collar with a series of longitudinal grooves engaging with corresponding features formed longitudinally on the shaft, there being also an exterior collar in alignment with the interior one, the exterior collar being engaged by an interiorly grooved ring having trunnions on opposite sides, journaled in the U-shaped arms of a lever, whose lower ends are fulcrumed upon a pillow block fixed to the bottom of the boat. To the upwardly extending arm of this lever is pivoted a rod adapted to extend back to the engine room or other convenient place, where it may be operated by hand or steam power. While the propellers are revolving, a movement of this lever and strap will also move the interior sleeve, and its cam slots, through the pins on the inner end of the other sleeve, will revolve the latter, with its bevel gear, to turn the flukes of the propeller to the desired angle or pitch.

### PASSENGERS ON CANADIAN VESSELS.

TREASURY DEPARTMENT,
BUREAU OF NAVIGATION,

Sir: This office is in receipt of your letter dated the 9th of September, relative to certain Canadian steam-vessels carrying excursionists in the United States.

The Acting Solicitor of the Treasury has expressed the opinion that the inhibition of section 8 of the act of June 19, 1886, to abolish certain fees, &c., relates to the transportation of passengers between ports or places in the United States when such passengers were taken on board in the United States, but does not include passengers brought on an excursion from a foreign port and temporarily landed at one or more ports in the United States, the act referring to passengers who embark in the first instance in the United States.

You may make your practice conform to this opinion.

Respectfully yours,
C. B. MORTON,
Commissioner.

To Collector of Customs, Cape Vincent, N. Y.:

---

The amount of curvature in one mile of ocean surface, says the Scientific American, is 2.04 inches. The Mechanical Engineer adds: Well, you get on a lively boat in half a gale of wind, and you will find the amount of curvature is more that ten feet in the surface of the ocean!


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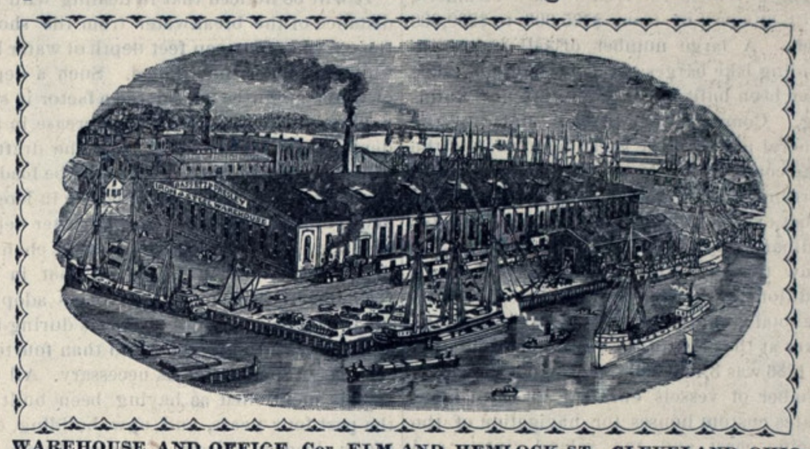
RAILROAD AND BOAT SPIKE.

Spang Steel & Iron Co.,
BOILER AND SHIP PLATES.

Spaulding Iron Co.
STEEL NAILS.



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WE SOLICIT YOUR TRADE.

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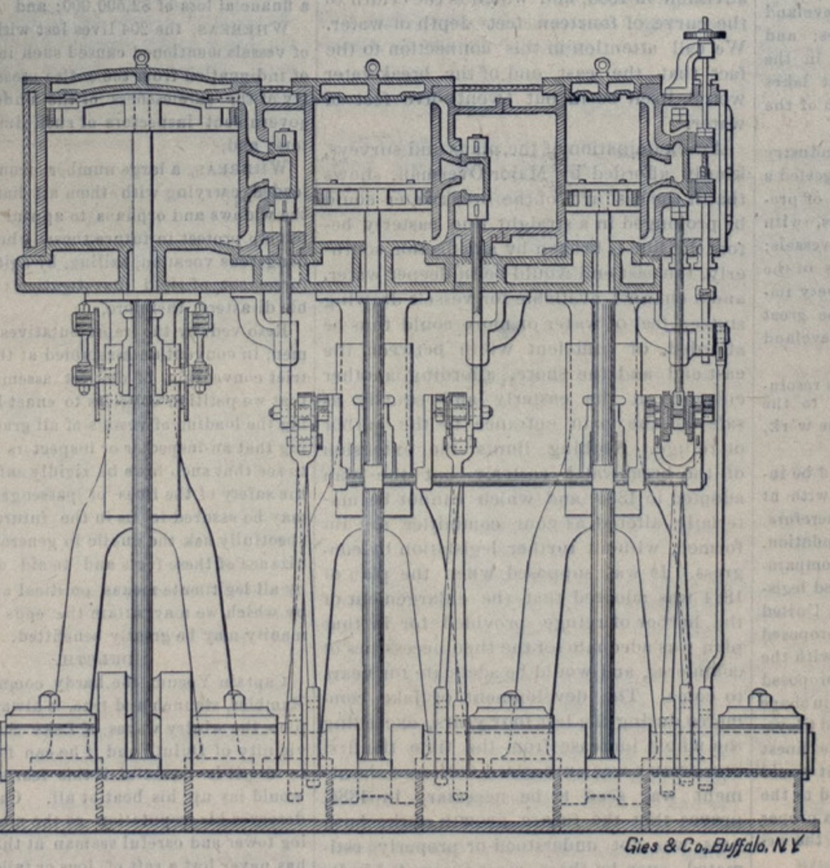


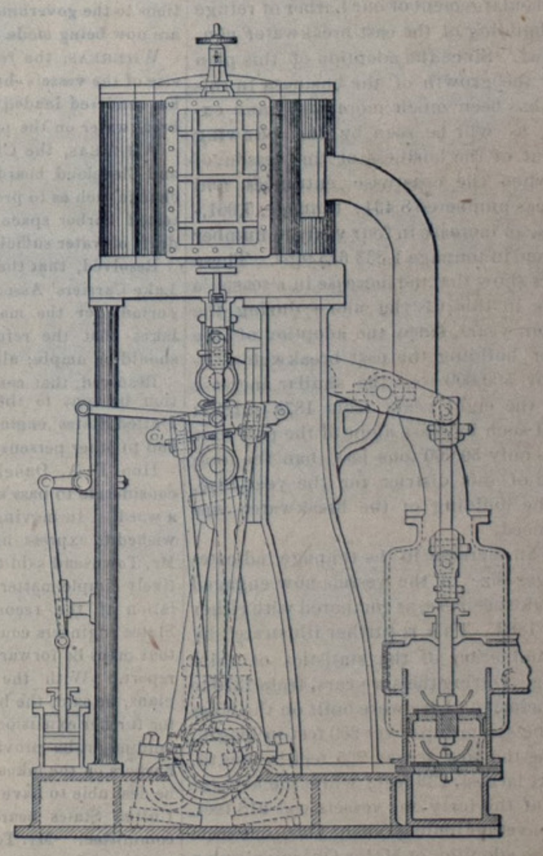

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Commencing Monday, May 16, 1887. The time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

| Eastward. | Arrive | Depart. |
|---|---|---|
| No 4, Fast Limited Express | *2 55 A M | *2 55 A M |
| No 8, N. Y. B & A. Express | *8 30 A M | *3 55 A M |
| No 26, Elyria Accommodation | †7 45 A M | |
| No 24, Buffalo Ac'm via Sandusky | †10 05 A M | †10 15 A M |
| No 24, Toledo Accom via Nor k | †10 05 A M | †10 15 A M |
| No. 10, New York & Boston, "F | | *11 35 A M |
| No 12, N Y & B Fast Expr | *2 20 P M | 2 45 P M |
| No 2, Night Ex via Nor | 9 40 P M | *10 00 P M |
| No 22, Night Ex via San ky | †9 40 P M | |
| No 26, Conneaut Accomm dation | †4 25 P M | |

| Westward. | Arrive. | Depart. |
|---|---|---|
| No. 1, Fast Limited Express | *12 15 A M | *12 15 A M |
| No. 23, Cleveland Express | *2 15 A M | |
| No 3, Chicago Express via " | §5 40 A M | 5 55 A M |
| No 25, Mich Accom Norwalk | | †5 35 A M |
| No 21, Toledo Ex via Norwalk | †12 50 P M | †3 20 P M |
| No 5, St Louis Ex via Sandusky | †10 50 A M | *10 55 A M |
| No 9, Chi Pac Ex via Norwalk | *6 55 P M | *7 15 P M |
| No 31, Elyria ac to Elyria only | | †4 30 P M |
| No 27, Conneaut Accommodation | †8 10 A M | |

Sunday train for Nottingham—Depart 8:15 a. m. and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.

A local Cleveland and New York sleeper, also sleeper for Boston, and dining car daily on No. 10, leaving Cleveland at 11 35 A M.; arrive Grand Central depot, New York, 7.30 a. m.

For full information as to trains and connections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.

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**For Sale.**

*One 15x16 Marine Engine.*

*Two Steeple Compound Marine Engines, Cylinders 12 and 20 by 16 stroke.*

These are under construction and can be completed on short notice. Will furnish BOILERS with these if desired. For prices, etc., address

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**STEAMBARGE FOR SALE.**

This is one of the finest steambarges on the lakes, and was built in 1884. She is in good condition in every respect, serviceable, easy to load and unload, and a great favorite. She can not be duplicated for the same money. Her dimensions are 131 feet keel, 143 feet over all, 23.4 feet beam, 8.4 feet depth of hold, and is classed A1½ by Inland Lloyds. She carries two masts. Her carrying capacity is 400 to 425 tons or 14,000 bushels of wheat, or about 240,000 feet of lumber on a draft of 9 feet 9 inches. Her engine is high pressure 18x20 and her boiler 6½x12 feet of 7-16 Otis steel. Speed 10 miles loaded or 11½ light.

Address MARINE RECORD, Cleveland, Ohio.

FOR SALE, the passenger steamer M. E. MINTER, 13 tons net, 60 feet long over all, 18½ feet beam, 4 feet depth of hold. Engine 10x12, Scotch type boiler 4½x8. She is fully equipped for the passenger business. Terms, $2,000. Address,

CAPTAIN RICHARD CONNELL,
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THIS SCHOONER classes A2, and is 434 tons burden. Her carrying capacity is 850 tons of ore or 580,000 feet of lumber. Address

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FOR SALE—BARGE SENATOR BLOOD—Rates B1½, is 129 feet long, and 26 feet beam. Draft 10 feet 2 inches, loaded with lumber or coal. Carried 342M largest load; 290M, smallest load. Carries 500 tons coal on 10 feet 2 inches. For further particulars inquire of or address

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FOR SALE—A STEAMBARGE—260 tons register, 150 feet keel, 29 feet beam, 12 feet 8 inches depth of hold. Two engines 10 by 26 high pressure, 26 by 37 low pressure, compound twin screws. Boiler 16 feet 6 inches by 8 feet. Steambarge, engine and boiler all in excellent condition. Apply to

WILLIAMS, Branch Office, MARINE RECORD,
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WANTED IMMEDIATELY—A SCHOONER—Of about 40 tons register, of light draft, beam not to exceed 17 feet 10 inches. Apply to

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FOR SALE.

TUG ANNIE ROBERTSON—Length 51 feet, beam 13 feet 6 inches, depth 6 feet, engine 14 inches square, and new steel boiler last August, allowed 125 lbs of steam. For further information enquire of

LAY BROS., Sandusky, Ohio.

WANTED—Second-hand marine engine, 12 by 13 or 12 by 14. Inquire of

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The undersigned have a Hadfield Patent windlass or a one and three-eighths inch bar chain for sale cheap.

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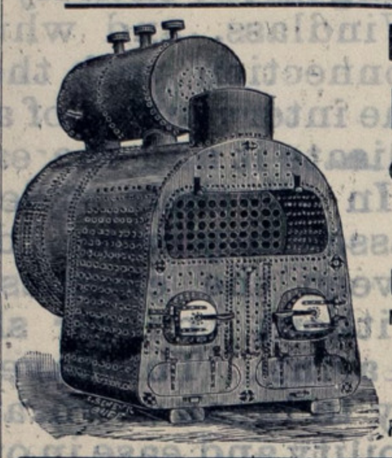

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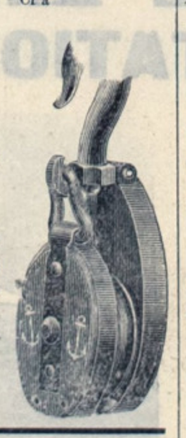

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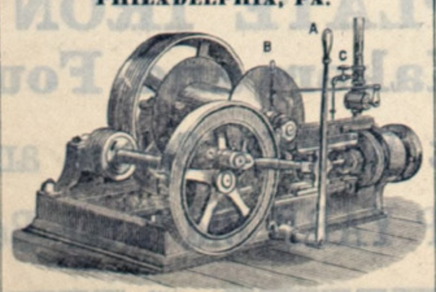


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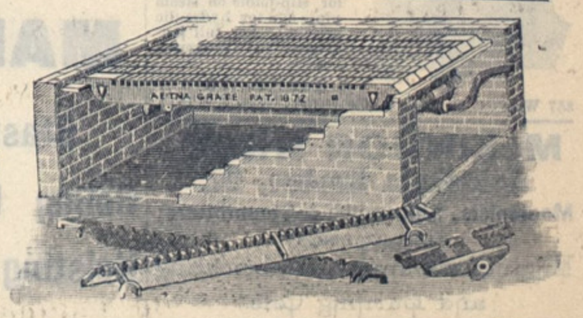


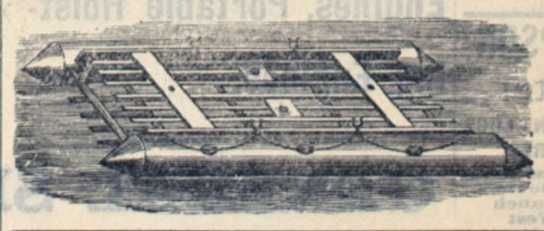

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NOTICE TO SEAMEN.

FOR the past three years a school has been in operation in Buffalo under the endorsement of the Lake Carriers' Association, also the Board of Lake Underwriters, and also the Cleveland Vessel Owners' Association, for the purpose of interesting masters and mates in that branch of navigation suited to the lakes, and to prepare young men to pass an examination by the United States local inspectors for first papers, and fit them for promotion as masters and mates. It is proposed to open the school in Buffalo and Cleveland, at the commencement of January, 1888: for a term of three months. Terms of the course, Ten to fifteen dollars. Applicants for tuition will find a list at Upson & Walton's and J. W. Grover & Sons, Cleveland, O, and at the Lehigh Building, cor. of Seneca and Main streets, Buffalo, N. Y.

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**Marine Steel Boiler.**

Seventeen feet long, 7 feet diameter, thickness of plate 43-100ths, allowed 110 lbs. of steam. Six years old, and in good condition.

**A Marine Iron Boiler**

Twelve feet long, 5 feet 3 inches diameter, thickness of plate 5/16ths of an inch, allowed 90 lbs. of steam. Nine years old.

**Tug Flossie Thielcke,**

Length 60 feet, beam 15 feet, depth 7 feet, draft 7 feet, engine 16 by 18, boiler 11 feet long, 6 feet diameter, allowed 100 lbs. of steam. Built in 1879, and is in good repair.

**Tug Uncle Sam,**

Length 60 feet, beam 14 feet, depth 7 feet, draft 8 feet, engine 17 by 17; steel boiler 12 feet long, 5 feet 4 inches diameter, of 5/16ths plate, allowed 100 lbs. of steam. Hull rebuilt in 1887.

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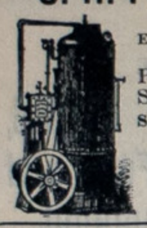

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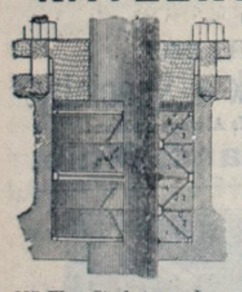

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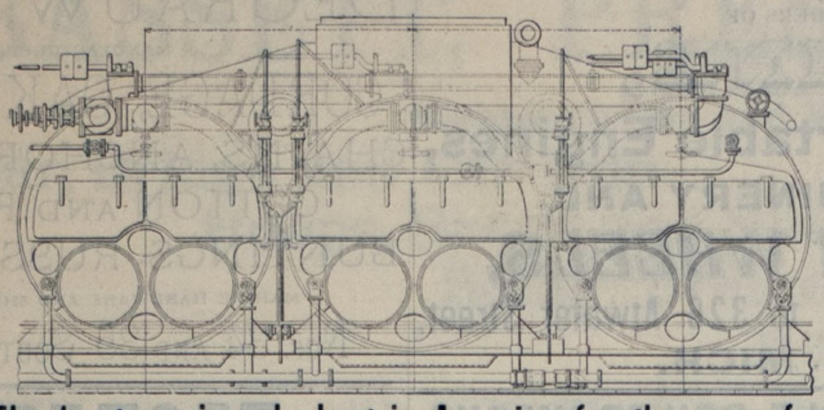

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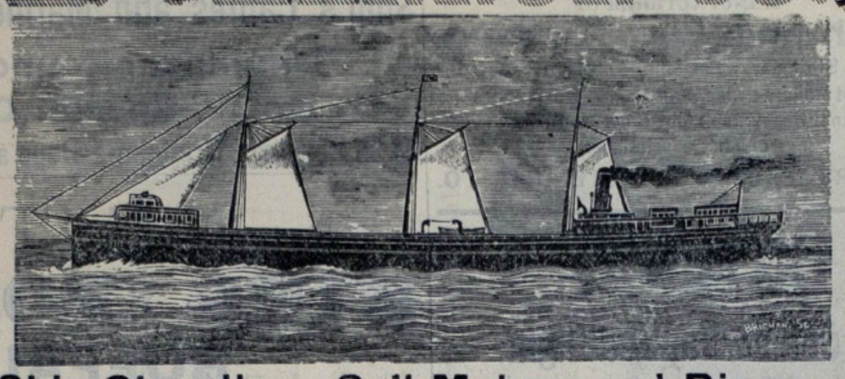

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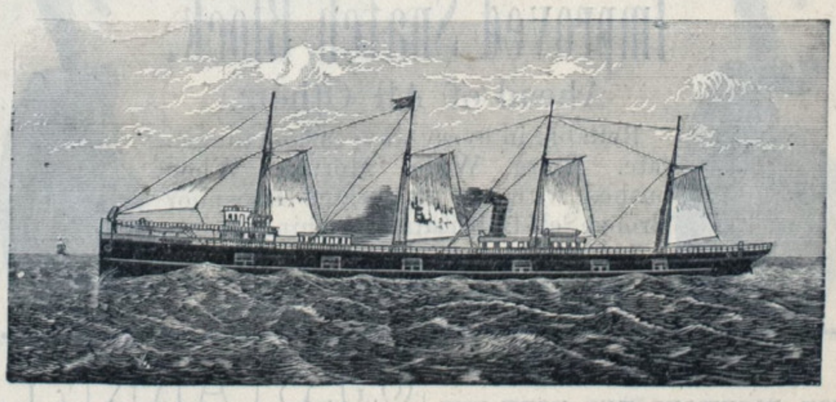

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